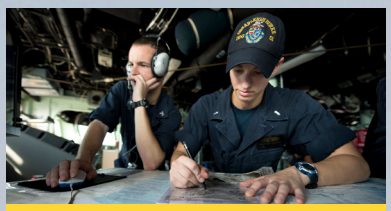
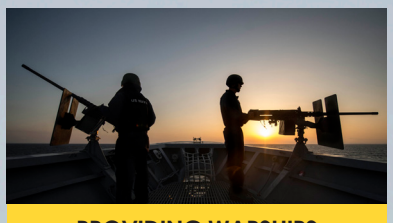
FALL 2014 • Issue 44

SURFACE WARFARE MAGAZINE



DEVELOPING OUR SAILORS

TRAINING OUR CREWS TO FIGHT AND WIN



PROVIDING WARSHIPS READY FOR COMBAT

Photo By: MC3 Phylicia A. Hanson

Sharing stories and news from Sailors all across the U.S. Navy's Surface Forces

COMMANDER'S CORNER

EDITORIAL BY:
VADM Thomas S. Rowden
Commander, Naval Surface Force, U.S. Pacific Fleet

This is my first opportunity to address you as a community and to tell you just how thrilled I am to be your new SWO Boss. I relieved VADM Copeman in early August and have spent the last seven weeks out and about the fleet and aboard our ships. I've taken the opportunity to see our amphibs in the yards in San Diego, and Sailors aboard ships in Bremerton, Pearl Harbor, Norfolk, and Yokosuka. Next up is Korea.

Everywhere I travel I meet the amazing Sailors and dedicated leaders, shipyard and maintenance teams we have throughout the Surface Community. But I also see the challenges we are faced with concerning the maintenance of our ships and just how critical it is to get our surface force the support it desperately needs to be able to man, train and equip our warfighting ships.

And why? Our heritage is warfare on the sea and spans from sail to nuclear power; from battleships to gunboats, from carriers to landing craft. Our first and last thoughts are to fight and win America's wars at sea. We are emboldened by the knowledge that we are the world's premiere naval force. We are competent, confident, and aggressive in all aspects of maritime warfare. We are simultaneously warriors and diplomats who love adventure at sea and engagement of other peoples ashore. We buy our nation's leaders decision space and time. It is a hard life but a rich one. It is a culture of leadership, warfighting, and the sea. We are the face of the United States Navy.

As Commander of Naval Surface Forces, I have one and only one priority, and that is to ensure that everything we do makes us better warfighters. Warfighting comes first, but it supported by three enduring pillars: combat readiness, material readiness and personal readiness. The warfighting readiness of our forces is at the core of the Surface Warfare profession for officers and enlisted alike. We have a "train like you fight" mentality and training at sea is the best way to hone our warfighting capability. Qualifying and serving on the watch bill in a warfare position at sea should be the goal of every Surface Warrior.

I believe we need to rededicate ourselves to the profession of Surface Warfare and recognize the challenge posed by those who wish to deny the freedom of the world's oceans. Projecting power from the sea thousands

of miles from our own shores is this Navy's primary competitive advantage over all other navies. In order to do so, we must control the sea and the air above it, where it matters, when it matters.

We will continue to send ready ships forward and we will work to ensure our ships receive the maintenance needed to reach their estimated service lives. In order to stay ahead of the deepening threats, we will modernize our ships and advocate for changes in ship design that enable more efficient and less intrusive upgrades.

Finally, our ships require well-trained and ready Sailors to command and fight them. We value individual growth and providing the ability for every Sailor to achieve their full potential.

We value the time and skill of our Sailors, we provide the resources, tools and training necessary for mission accomplishment, and we recognize the sacrifices made by our people and their families.

The Surface Force is the Navy's face to the world, a helping hand to those in need, and a powerful, ever-present reminder of our Nation's resolve and might. Our responsibilities are great, but so are our capabilities and talents. We recognize that while we are members of the world's finest Navy, we can always do better.

I thank each of you for your dedication to the Surface Warfare community, to the Navy, and to our country and look forward to seeing you on the waterfront!

FEATURES ▸

SURFACE WARFARE MAGAZINE STAFF

Commander Naval Surface Forces *Vice Adm. Thomas S. Rowden, USN*
Public Affairs Officer *Cmdr. Tamsen A. Reese, USN*
Editorial Advisor *Lt. Richard S. Chernitzer, USN*
Executive Editor *MCCS(SW/AW) Donnie W. Ryan, USN*
Managing Editor *MC1(SW/AW) Rosalie Chang, USN*
Layout Editor *MC2(SW) Zachary D. Bell, USN*

TAKING CHARGE

SURFOR Holds Change of Command


Photo By: MC1(SW/AW) Rosalie Chang

STORY BY:
MC1(SW/AW) Rosalie Chang
Naval Surface Force, U.S. Pacific Fleet Public Affairs

Vice Adm. Thomas S. Rowden relieved Vice Adm. Thomas H. Copeman III as Commander, Naval Surface Forces (SURFOR) and Commander, Naval Surface Force, U.S. Pacific Fleet (SURFPAC), during a change of command and retirement ceremony aboard the littoral combat ship USS Coronado (LCS 4), Aug. 7.

"Leaving a command is relatively difficult, but leaving a career is even tougher. I've had a great tour at SURFPAC and it has a lot to do with the hard work and dedication of the SURFPAC staff. The thing I am most proud of is getting the spotlight back on our Sailors and ensuring we get them the right training and experience and that they are arriving on our ships at the right time to meet the requirements of our daily operations," said Copeman. "Surface warfare warriors have manned our ships with their heart and soul since the birth of the United States Navy and we should be rightfully proud of our significant contributions to the success of our Navy in peace time and in war."

As SURFOR, Copeman's priorities were to support warfighting first; increase readiness for Sailors and civilians; and build the future force. His leadership directly improved training and professional development for enlisted Sailors and commissioned officers, in part by implementation of the Basic Division Officers Course (BDOC). BDOC shifted the focus of training for new surface warfare officers to aid them in better applying knowledge gained from shipboard experience with classroom and applied instruction. During his tenure, he prepared USS Freedom (LCS 1) for the first deployment of an LCS to the Asia-Pacific region. He also promoted on energy-based weapons; and integration of computer-based training.

"One of my key points has been presence around the world. The world we live in can be dangerous and our Navy needs to be where it matters, when it matters," said Chief of Naval Operations, Adm. Jonathan Greenert. "The face of the Navy is the surface force and they are the ones that are on-site first. This command accepts, integrates, sustains and maintains more than 140 ships and oversees the training of the crews. It is a full-spectrum, combat force around the world and it is one that is ready for prompt and sustained operations."

Greenert thanked Copeman for his leadership as the surface fleet commander and for his contributions to the Navy. He also welcomed Rowden and his family, as he takes command of the surface fleet. Rowden, who was promoted to vice admiral before the ceremony, stated he loves being a surface warfare officer and has worked his whole life to prepare for this job.

"I have always had a passion for this profession from the time I was a little boy watching my dad go to work, through the Naval Academy and onto several command and flag tours. There was never a doubt which career path I would take," said Rowden. "The business of the Navy is on ships and no other part of our Navy is as necessary in peace and war as our ready surface force. Nothing is as reassuring to our nation and allies as the sight of the American flag flying proudly from the halyard of a ready, well-trained surface ship."

Rowden, a native of Washington, D.C., and a 1982 graduate of the U.S. Naval Academy, has served in a range of sea and shore assignments. His sea duty assignments include duty in cruisers, destroyers, and aircraft carriers in both the Atlantic and Pacific Fleets. He served as commanding officer of USS Milius (DDG 69); reactor officer aboard USS George Washington (CVN 73); commander of Destroyer Squadron (DESRON) 60; commander of the USS Ronald Reagan (CVN 76) Carrier Strike Group; and commander of the USS Nimitz (CVN 68) Carrier Strike Group.

Ashore, he served on the Joint Staff as an action officer in the Defense and Space Operations Division (J38); on the Chief of Naval Operations staff as the theater missile and air defense branch head for the director of Navy Missile Defense (N71), and as the executive assistant to the director of Surface Warfare (N76). He completed a tour as surface warfare officer (nuclear) assignment officer at the Bureau of Naval Personnel Command, and served as commanding officer of Surface Warfare Officers School Command, Newport, R.I. His first flag assignment was Commander, U.S. Naval Forces, Korea. His most recent assignment was on the Chief of Naval Operations staff as director of the Surface Warfare Division (N96).

SURFOR is responsible for the proper manning, training, and equipping of the surface fleet, as well as overall readiness of littoral combat ships, mine counter-measure ships, cruisers, destroyers, and amphibious ships.


Photo By: MC1(SW/AW) Rosalie Chang


Photo By: MC1(SW/AW) Rosalie Chang


Photo By: MC1(SW/AW) Rosalie Chang

THE BEST AND THE BRIGHTEST

Tuition Assistance Policy Changing in FY-15


Photo By: MC3 Nicholas A. Groesch

STORY BY:
Naval Education and Training Command
Naval Education and Training Command Public Affairs Office

Effective immediately, commanding officers and officers-in-charge may approve waivers to the one-year requirement that Sailors must be on board their first permanent duty station (PDS) to be eligible for Tuition Assistance (TA) according to NAVADMIN 190/14 released Aug. 21.

In addition to command triad waiver approval, Sailors must meet all existing requirements for participation eligibility.

The NAVADMIN also detailed changes to the grade and fee policy for TA for courses stating after 1 Oct. to align with recent Department of Defense TA policy.

Successful course completion will be defined as a grade of "C" or higher for undergraduate courses, a "B" or higher for graduate courses, and a "Pass" for "Pass/Fail" grades and must be attained to avoid reimbursement of TA funding. Reimbursement will also be required from Sailors who don't make up a grade of "I" (incomplete) by the educational institutions' deadline or six months after the completion of the class, whichever comes first.

Also changing Oct. 1, only tuition directly related to the course of instruction - and not including fees - will be paid with TA funds. Fees no longer covered by TA include equipment, supplies, books/materials, exams, admissions, registration, fines and costs associated with distance learning.

These changes align the Navy's policy with Department of Defense Instruction 1322.25 for Voluntary Education (VOLED) programs covering policies for service members' use of TA.

"Historically, more than 85 percent of Sailors satisfactorily complete and pass their undergraduate and/or graduate level classes; this is a tribute to the focus and dedication of the Sailors using VOLED programs," said Ernest D'Antonio, the Center for Personal and Professional Development's (CPPD) Navy VOLED program director.

In Fiscal Year 2013, approximately 89 percent of courses paid for by TA were successfully passed, with 72 percent of those courses resulting in an "A" or "B" grade, according to D'Antonio.

Sailors not successfully completing courses using TA must reimburse the Navy for TA funds.

For more information Sailors can contact their local Navy College Office, Virtual Education Center (VEC) or the Navy College Program website at https://www.navycollege.navy.mil/.

For more information about the Center for Personal and Professional Development (CPPD), visit: https://www.netc.navy.mil/centers/cppd/.

READY, TWO!

STORY BY:
Chief of Naval Personnel Public Affairs

Beginning Sept. 1, Sailor are authorized to wear the Navy and command ball caps in place of the eight-point cover with the Navy Working Uniform (NWU) Type I, II or III.

Based on feedback from the Fleet, Secretary of the Navy Ray Mabus and Chief of Naval Operations Adm. Jonathan Greenert made the decision back in July to expand the ball cap wear policy.

According to NAVADMIN 200/14, command ball caps are organizational clothing that may be purchased with appropriated funds. Sailors may purchase command ball caps with personal funds, just as they purchase command badges, patches, belt buckles and other permissible uniform items.

Additionally, wardrooms, chief petty officer messes, first class petty officer associations, junior enlisted associations, and other organizations may purchase command ball caps with their funds. Department of Defense guidance prohibits the use of morale, welfare and recreation's non-appropriated funds to purchase command ball caps.

The eight-point cover remains the basic uniform component cover for the NWUs and will be the only appropriate cover for personnel uniform inspections and special occasions to ensure a uniform appearance within the command.

The Navy and command ball cap will remain authorized, optional head gear worn with Navy flight suits, Navy blue coveralls, flame resistant coveralls, and the Navy physical training uniform.

Photo By: MC3 Kenneth Abbate

WORK HARD, PLAY HARD

Surface Line Week 2014 Concludes in San Diego

STORY BY:
MCCS(SW/AW) Donnie W. Ryan
Naval Surface Force, U.S. Pacific Fleet Public Affairs

The 33rd annual Surface Line Week (SLW) in San Diego came to an end with the presentation of overall awards during closing ceremonies at Naval Base San Diego Bay, Aug. 15.

Vice Adm. Thomas S. Rowden, Commander, Naval Surface Force and Commander, Naval Surface Force U.S. Pacific Fleet, thanked all the commands who participated in the Aug. 8-15 3 events before handing out trophies and plaques to the top three finishers in both individual and command categories.

"It amazes me how sports bring us all together," said Rowden, who addressed the crowd before making the overall winner presentations. "The reality is that all of us here in the Naval Surface Force are one team."

Rowden said that one of the most important parts of Surface Line Week is that it provides an opportunity for everyone to get to know one other.

"It's good to take a step back every now and then and come together as a family; whether it's decorating cakes or racing RHIBs [Rigid-Hulled Inflatable Boats] or playing flag football or on the sporting field," said Rowden. "While we would all like to have peace break out all over the world for the rest of our lives, the reality of it is that is not always going to be the case."

This year, USS Boxer (LHD 4) took first place in the overall large command category, with USS Essex (LHD 2) finishing in second place.

In the overall medium command category, USS Chancellorsville (CG 62) took first place, USS Russell (DDG 59) placed second, and USS Decatur (DDG 73) finished in third place.

For the overall award in the small command category, Beach Master Unit 1 captured first place honors, USS Scout (MCM 8) was awarded second place, and Tactical Air Control Squadron 12 finished in third place.

This year's athletic events include a 5K run, basketball, billiards, bowling, dodge ball, flag football, golf, push-up/pull-up endurance, and cross fit. There was also a chili cook-off and a salsa cook-off on the final day of competition.

SLW professional events for 2014 included a damage control marathon, marksmanship, medical diagnosis/ stretcher bearer race, moboards, photo competition, Search and Rescue (SAR) swimmer, a RHIB race, sailing, seamanship, ship handling, visual communications and welding/cutting.

The SAR event was one of the most difficult competitions and consisted of pull ups, a 500 meter swim, and a 400 meter buddy-tow where the swimmers demonstrated their life-saving skills in the water.

Taking first place in the competition was Seaman Jordan Porcella from the guided missile destroyer USS Russell (DDG 59). Second place was awarded to Religious Programs Specialist 3rd Class Ronald Owen from the guided missile cruiser USS Chancellorsville (CG 62). Third place honors went to Fire Controlman 3rd Class Jeff Deguide from the guided missile destroyer USS Sampson (DDG 102).

"The hardest part for me was staying steady on the freestyle," said Porcella, who has served on board Russell for nearly a year in the ship's deck department. "I always catch up on the buddy-tows, but thankfully I was ahead at that point anyway."

Porcella, a native of Chino, California, said he has never participated in SLW before this year

and is enjoying the opportunity to compete against other commands in the San Diego area.

"This is my ninth event so far," said Porcella, who says he has to stay in shape to be a good SAR swimmer. "I go to the gym every day, like everybody else just simple weightlifting stuff, I run three times a week and I do ocean swims every weekend."

For Owen, the competition proved to be extremely difficult because Chancellorsville has been underway and he said he didn't have time to prepare as much as he had wanted to prior to the event.

"I try to do cardio three times a week, and then weightlifting two times, then have a rest day, then do a mixture of both," said Owen, a native of Freemont, California. "I also try and eat healthy."

Owen said he has been assigned to Chancellorsville for a little more than three years and has been a SAR swimmer for most of the past year. While he has never competed in SLW prior to this year, he said is competing in multiple events in 2014.

"I'm doing flag football, volleyball, competitive swimming, SAR, the RHIB race, and the push-up and pull-up competition," said Owen. "Go Chancellorsville!"

The final professional event of SLW 2014 was the cake decorating competition that took place just prior to the awards ceremony. Culinary Specialist 1st Class Brandon Alexander and Culinary Specialist Seaman Recruit Colby Jackson claimed first place honors for the amphibious transport dock USS New Orleans (LPD 18).

"I recently took a cake decorating course," said Alexander, a 12-year Navy veteran and native of Oakland, California. "But cake decorating was something that I learned at my first command."

Alexander said a total of five hours went in to decorating the cake for the SLW 2014 competition. He and Jackson said they used the base galley to prepare the cake since their ship is currently in a maintenance period.

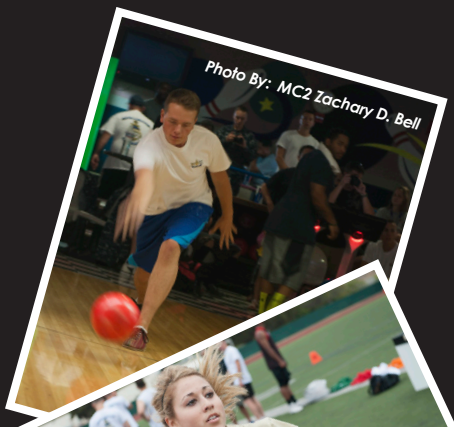
"It took us quite a while to come up with a concept," said Alexander. "But we saw a Blue Angels aircraft image, and we took that image and combined it with a cartoon theme and the Navy colors of blue and gold."

For Jackson, who says he loves to cook, this was his first experience with a competition like SLW since he joined the Navy less than a year ago.

"It's fun, it was a good turnout and everyone enjoyed participating in the competition," said Jackson, who hails from Yuma, Arizona. "It's a lot of hard work and a lot of long hours, but being a culinary specialist pays off if you love cooking."

According to SLW 2014 coordinators, the event was well received in the San Diego area.

"This year's Surface Line Week a big success with lots of participation in both the professional and sporting events," said Lt. Aimee Smith, this year's event coordinator. "Plans are already in the works for next year's competition and we hope that even more ships and shore command will participate."



PACIFIC PARTNERSHIP

Rodney M. Davis Promotes Pacific Partnership at Sail Raja Ampat 2014

STORY BY:
MC3 Derek A. Harkins
USS Rodney M. Davis Public Affairs

The crew of Oliver Hazard Perry-class frigate USS Rodney M. Davis (FFG 60) sailed alongside other navies during Sail Raja Ampat Aug. 22-23.

Sail Raja Ampat is part of a series of international maritime events hosted by the government of Indonesia in West Papua, Indonesia.

Crew members welcomed Indonesian navy Ensign Michael Kasake, a liaison officer, on board to help coordinate the ship's participation in Sail Raja Ampat.

"I'm proud to be involved in something that lets us and our allies work together like a family and showcase our partnerships and this island to the world," said Kasake.

Rodney M. Davis Sailors manned the rails as the ship joined a formation of more than 50 ships from Indonesia, Singapore, and Australia. The ships sailed past a crowd ashore at Torang Cinta Beach, Waisei on the island of Waigeo and rendered honors to distinguished visitors , which included the President of Indonesia, Susilo Yudhoyono, and U.S. Pacific Fleet (PACFLT) Deputy Commander, Rear Adm. Robert Girrier.

The overcast skies and falling rain did not dampen the spirits of the participants.

"A little rain isn't going to stop a Rodney M. Davis Sailor," said Electronics Technician 1st Class Christifer Dearing, from Redmond, Oregon.

Boatswain's Mate 3rd Class Robertus Sulistiono, from Los Angeles, serves in deck department's 1st division on board Rodney M. Davis. Sulistiono, who was born in Indonesia and lived there for more than 20 years, acted as an interpreter during the event.

"I'm proud that I could help out," said Sulistiono. "I'm happy to do whatever I can for the ship."

Participation in events like Sail Raja help advance regional partnerships and alliances with navies throughout the region.

"Sail Raja Ampat was another great chance for us to work with our Pacific allies" said Cmdr. Todd Whalen, Rodney M. Davis's commanding officer. "We also sailed with ships from Indonesia, Singapore, and Australia during Rim of the Pacific 2014 last month, so our participation in Sail Raja helps sustain those relationships."

Rodney M. Davis, based out of Everett, Washington, is on patrol in the 7th Fleet area of responsibility supporting security and stability in the Indo-Asia-Pacific region.

Photo By: MC2 Diana Quinlan

FORMULA UPGRADE

STORY BY:
Chief of Naval Personnel Command

This spring, based on Fleet feedback, Navy revised the Final Multiple Score (FMS), the weighted formula used to select Sailors for advancement.

The new formula rewards sustained superior performance and increases the role of the command triad in the advancement of Sailors, officials said, Sept. 25.

Changes to the formulation were made to achieve the right balance between technical skill proficiency, as measured by the test, and on the job performance as gauged by chain of command input through the evaluation process. It also places less emphasis on longevity-based elements.

This fall's petty officer advancement results will be the first use of the new formula.

Here are seven things Sailors should know about FMS:

1. FMS is a weight-based calculation used to rank Sailors eligible for advancement.
2. The advancement examination is the largest factor considered for advancement to E4 and E5, increasing in weight by eight percentage points, going from 37 percent to 45 percent.
3. For E6 and E7, Performance Mark Average (PMA) becomes the largest factor in deter mining Sailors' FMS. For advancement to E6, PMA increased three percentage points and now counts for 50 percent of the FMS calculation. For advancement to E7, PMA increased 10 percentage points to count for 60 percent of the total FMS.
4. Sailors who pass the advancement exam, but do not advance due to quota limitations, are eligible to receive Pass Not Advanced (PNA) points; however, the new policy limits PNA points to the top 25 percent of Sailors - 1.5 PNA points go to the top 25 percent of Sailors by test score, and 1.5 go to the top 25 percent by Performance Mark Average. However, for the next five test exams, those who have PNA points will have those points carried over.
5. Total PNA points in the FMS are determined from a Sailor's last five advancement cycles for a maximum of 15 possible points.
6. Service in Pay Grade has been reduced from seven percent to a weight of one percent of FMS for advancement to E4 through E6.
7. The Good Conduct Medal and the Reserve Meritorious Service Medal will no longer contribute award points in the FMS.

ADVANCED TRAINING

SWO Division Officer Training Restored, Training Continuum Established

STORY BY:
Lt. Jason Bilbro
Surface Warfare Officers School

On October 6th a group of Surface Warfare junior Officers will assemble in Newport for the inaugural convening of the Advanced Division Officer Course (ADOC), marking the final element of a formal "continuum of training" spanning the career, Ensign to Captain, of a Surface Warfare Officer (SWO). This heavy investment in training marks a definitive paradigm shift from the efforts a decade ago to shift accession officer education to the fleet using on-the-job and computer-based training. With ADOC in place, SWOs now receive formal/schoolhouse training from SWOS prior to every at-sea milestone tour, including the first Division Officer tour, the second Division Officer tour, Department Head tours, Executive and Commanding Officer tours, and prior to Major Command at the O-6 level.

The Basic Division Officer Course (BDOC), taught in the Navy's largest fleet concentration areas in Norfolk and San Diego, targets accession-level officers promptly after commissioning and prior to reporting aboard their first ship. The two-month curriculum seeks to provide foundational knowledge in shiphandling, Divo administration, maritime warfare fundamentals and basic engineering concepts. Introduced in 2012, BDOC replaced the legacy "SWO Intro" course presented by the Afloat Training Groups, and capitalizes on waterfront access to enhance classroom learning with "laboratory" experience aboard fleet ships.

SWOS's BDOC Curriculum Lead, LT Matt Faulkenberry, noted the difference between BDOC and its 3-week predecessor.

"BDOC is challenging," he admitted. "There is a lot of material in this course. Three weeks was just not sufficient to capture a good introduction for what a prospective division officer needs to know – much less a prospective SWO. BDOC provides increased COVE simulator time; something SWO Intro was really lacking."

LCDR Kevin Louis, Officer-in-Charge at BDOC San Diego, believes the course is designed to set Officers up for success.

"BDOC provides prospective division officers with the baseline fundamentals they need to provide an immediate, positive contribution to their ship," Louis shared. "Our feedback continues to show that BDOC is an overall motivating experience for officers embarking on their first tour in the Navy.

Both location and format are vital to the success of the course. LCDR Les Sobol, BDOC Norfolk OIC, explained why.

"This is a dynamic learning environment," said Sobol. "BDOC is right on the waterfront and is actually co-located with SURFLANT, which provides a high degree of interaction between our students and the flag-level Surface Navy leadership. Students receive ship tours and have frequent guest speakers from around the waterfront. At the conclusion of each convening we hold a shiphandling competition assessed by a panel of guest judges. The winner gets his or her name engraved on the Vice Admiral Holloway Cup. We have received a lot of positive and constructive feedback since the program began."

The initial training received at BDOC is expanded and reinforced through experience during each officer's first Divo tour. Upon receiving orders to their second tour, every conventional SWO will attend ADOC at SWOS in Newport, Rhode Island. ADOC is designed to expand upon the fundamentals taught in BDOC and acts as a catalyst for the development of higher order technical and tactical skills.

Delivered in Newport to capitalize on SWOS's existing trainers and instructors in advanced engineering, maritime warfare and shiphandling, ADOC builds upon the concepts introduced at BDOC and seeks to prepare seasoned division

officers for requalification as Officers of the Deck on a new platform, advanced tactical training to facilitate qualification as a Warfare Coordinator, and a Junior Officer Material Readiness Course to develop those skills and ease qualification as Engineering Officer of the Watch. Seeking to deliver "Fleet Lieutenants" upon arrival aboard the second tour, ADOC also lays the foundation for success during the Department Head (DH) course for those Officers who elect to serve at that level later in their careers.

CDR Justin Kubu, SWOS Director of Fleet Training and responsible for both BDOC and ADOC, explained the importance of the curricula:

"The Surface Warfare Officer Training continuum is the framework for professional development across our community," he said. "Both BDOC and ADOC form the foundation of this framework by developing the essential skills and competencies an Officer will need throughout their career as a leader, warfighter and professional mariner. The addition of both courses to the training continuum highlights the Surface Community's commitment to ensure Junior Officers are capable and confident as they proceed to challenging jobs at sea."

There is a misconception in some corners of the SWO community that ADOC is simply a re-naming of the Advanced Shiphandling and Tactics (ASAT) course. LT Pat Foster, SWOS's ADOC lead, set the record straight on the newly introduced course.

"ASAT was a stand-alone course," he explained. "It was not sequenced with the SWO Intro course. ADOC blends BDOC and the Department Head course and acts as the center waypoint in the SWO curriculum. ADOC builds on BDOC and leverages against fleet experience in a conversational learning environment. Ultimately, the product of ADOC is a student who knows his or her next homeport from a shiphandling perspective. They can drive the ship, are more adept at pier work, and are prepared for their next tactical and engineering qualifications."

Change, however, does not come free of complications.

"One of the biggest challenges," admits Foster, "is managing expectations. If you read through the comments from the pilot classes, the biggest critique is the difficulty level. Students need to understand before they arrive that we are expecting them to retain the information we taught them in BDOC. We actually give them a pre-test on just that. While the grade doesn't count against them, what we're finding out is that they are retaining the information, but they are surprised by the rigors of this course."

CAPT Dave Welch, SWOS Commanding Officer, believes the new training model is a perfect complement to the enduring SWOS mission: to train and prepare Officers for success in the Fleet. While SWOS responsibilities have grown in recent years to include enlisted engineering and navigation training, the command remains focused on a core competency to train commissioned Officers.

"Many of our successes in the restoration of enlisted engineering training have served to shed light upon our approach to Officer training, and vice versa. The notion of a training continuum, spanning an enlisted Sailor or Officer's career, comprised of building blocks of complementary training, governs our curriculum development and course sequencing. With SWOS now straddling enlisted and officer training, we can ensure that those courses are complementary. Top Snipes attending the Senior Enlisted Propulsion Engineering Course (SEPEC) should be learning from the same references, with the same key learning objectives, as Prospective Chief Engineers and Commanding Officers. Chief Quartermasters attending the Assistant Navigator Course should learn from the same references from which we teach our prospective Navigators. With community and flag-level guidance through our annual Board of Visitors, we continue to make great strides to deliver training, at the right time and with the right content, to make a significant positive impact in the Fleet."

EXERCISE COMPLETE

Photo By: MC2 Salt Cebe

STORY BY:
Lt. Cmdr. Patrick Evans
Carrier Strike Group Four Public Affairs Officer


Photo By: Lt. j.g. Timothy Dover

Commander, Carrier Strike Group (CSG) 4 congratulated the crew of the guided-missile frigate USS Simpson (FFG 56), Sept. 26, after the ship successfully completed its Independent Deployer Certification Exercise (IDCERTEX).

CSG-4 led the training across multiple warfare areas for Simpson during the three week long Iwo Jima Amphibious Ready Group (ARG) / 24th Marine Expeditionary Unit (MEU), which included unit-level training in shipboard firefighting, visit, board, search, and seizure (VBSS) and other ship specific training.

"We put Simpson and her crew through the paces, and they responded successfully," said Rear Adm. Richard W. Butler, commander, Carrier Strike Group

CSG-4 Commends USS Simpson on Successful Completion of IDCERTEX


Photo By: Lt. Cmdr. Patrick Evans


Photo By: Lt. Cmdr. Patrick Evans

4. "Our mission is to ensure that Simpson and other independent deployers are trained to forward deploy safely in defense of our national interests."

Simpson's integrated phase of IDCERTEX involved training between multiple ships and aircraft within ARGMEU EX, which included USS Iwo Jima (LHD 7), the amphibious transport dock ship USS New York (LPD 21), the amphibious dock landing ship USS Fort McHenry (LSD 43), the guided-missile destroyers USS Jason Dunham (DDG 109) and USS Mitscher (DDG 57) and the guided-missile cruiser USS Vicksburg (CG 69). The overall training included consisted of flight operations, submarine tracking, strait transit formations, replenishment-at-sea and other required mission evolutions.

"It is important for us to provide a complex certification exercise with multiple ships," said Master Chief Cryptologic Technician - Technical James T. Womack, CSG-4's senior enlisted leader. "Simpson may be an independent deployer, but the crew needs to be ready to join other ships, aircraft and submarines at a moment's notice to assist in maritime security operations (MSO). Simpson has been certified as ready."

CSG-4 trains and certifies combat ready Naval forces by optimizing full spectrum integration of Atlantic Fleet Carrier Strike Groups, Amphibious Readiness Groups and Independent Deploying ships, assessing their performance of weapon systems, watch teams and staffs during live exercises, synthetic training and academic instruction.

Simpson, named for Rear Adm. Rodger W. Simpson, is homeported at Naval Station Mayport, Fla.

READY, AIM FIRE

John Paul Jones Completes Live Fire Missile Tests

STORY BY:
Lt. j.g. John F. Tanalega and Ens. Elee Wakim
USS John Paul Jones Public Affairs

U.S. Navy Photo

Guided-missile destroyer USS John Paul Jones (DDG 53) successfully conducted a series of five live-fire tests for the Baseline 9C Aegis Combat System during Combat Systems Ship's Qualification Trials (CSSQT) and Naval Integrated Fire Control Counter Air (NIFC-CA) capability, June 18-20.

Over the course of three days, the crew of John Paul Jones successfully engaged six targets off the coast of Southern California, firing a total of five missiles that included four Standard Missile-6 (SM-6) missiles and one Standard Missile-2 (SM-2) missile.

One of these exercises, designated as NIFC-CA AS-02A, resulted in the longest surface-to-air engagement in naval history.

During the underway period, John Paul Jones also conducted its first ballistic missile tracking exercise while simultaneously tracking two supersonic and two subsonic missile targets. This event fully demonstrated the capabilities of Aegis Baseline 9C and of John Paul Jones as the first Integrated Air and Missile Defense (IAMD) destroyer.

"It's a great step forward for the surface navy and our integrated war fighting capability," said Fire Controlman 1st Class (SW) Matthew Miller. "I'm proud, really proud, to be a fire controlman, and proud to be in the Navy."

These CSSQT successes are attributed to the hard work and dedication of each and every member of the John Paul Jones crew. The long road to these missile firings started in the BAE ship repair facility in San Diego during 2012 when the ship started combat systems modernization as part of the destroyer modernization program.

Over the course of a year, John Paul Jones received the latest commercial off-the-shelf computing infrastructure, SPY-1D transmitter upgrades, and a multi-mission signal processor which comprises the Aegis Baseline 9C suite.

Since then, the crew has worked diligently to ensure that the systems are not only operational, but that they will operate effectively for future ships.

"It is my honor to serve on such a fine warship and be able to sail with the men and women who tested and demonstrated this amazing capability," said Cmdr. Andrew Thomson, the ship's commanding officer. "From the concept development phase, through design, build, installation, and test many hard working Americans came together to field this capability. I consider myself lucky to be part of that amazing team."

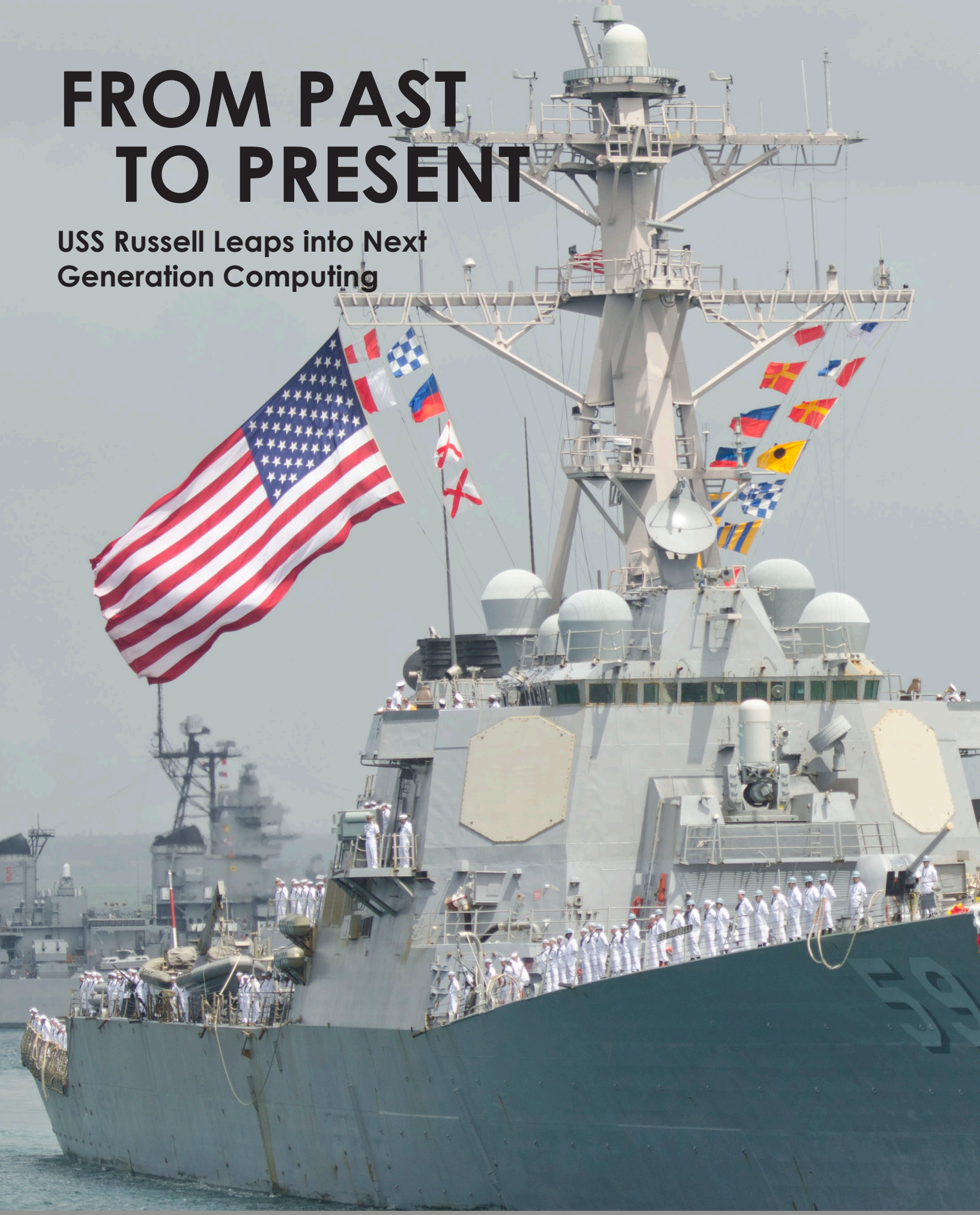
Thomson said that with these tests, the crew of John Paul Jones has proven that they are ready to assume the role as the Navy's Integrated Air and Missile Defense test ship following a change of homeport to Pearl Harbor later this summer.

According to Thomson, CSSQT is just the beginning. In the coming years, John Paul Jones is expected to test newer and more advanced systems that will be used to defend the nation and U.S. and allied forces overseas.


U.S. Navy Photo

FROM PAST TO PRESENT

USS Russell Leaps into Next Generation Computing



STORY BY:
Lt. j.g. Mike Chahinian
USS Russell Public Affairs

Guided missile destroyer USS Russell (DDG 59) recently completed installation of the Cooperative Afloat Networks Enterprise Services (CANES) program.

Leveraging lessons learned from the first few ships in the fleet to receive the upgrade, Russell was the first ship to complete installation in only seven days. Previous installations required over a month.

The CANES program brings major improvements to the security and convenience of computers aboard Russell. Security advantages include easier patching with the latest updates, distributed server architecture and automatic backups. The Sailors enjoy numerous benefits from the new system, including faster computers, a newer operating system (Windows 7), remote trouble shooting, and fewer corrupted profiles. The system even includes a Space and Naval Warfare System Command (SPAWAR) designed Wi-Fi network that ship's laptops and printers can connect to, thereby increasing the number of spaces usable for computer work.

Transitioning the ship's computer system from its legacy past to CANES was no small feat. All of the user accounts, as well as server data, had to be migrated to new computers and servers running completely different operating systems.

When asked how Russell was able to bring the new system online in only a fraction of the time of previous installations, Chief Information Technology Specialist (Surface/Information Dominance) Antonio Roberts stated "It's all about planning," said Chief Information Systems Technician (SW/IDW) Antonio Roberts. "We learned valuable lessons from the ships that went before us, and planned ahead." He further elaborated "Our solid relationships with SPAWAR were key."

The Navy began installing CANES on its ships at the end of 2013. CANES supports the priority of building a relevant and capable future force and the vision statement of using new technologies and operating concepts to sharpen the warfighting advantage against evolving threats, part of the "Sailing Directions" released by Chief of Naval Operations Adm. Jonathan Greenert.

The current plan is to have the system installed on more than 190 ships, submarines and Maritime Operations Centers by 2021.

"I'm incredibly excited that Russell was chosen as one of the first ships to receive this major technology upgrade," said Cmdr. James Harney, Russell's commanding officer. "This system will bring major improvements to our sailors' quality of life and work effectiveness."

Russell is assigned as part of Destroyer Squadron 1. The ship is approaching the end of a year-long $80 million Extended Dry Dock Selective Restrictive Availability at the BAE Shipyard in San Diego.

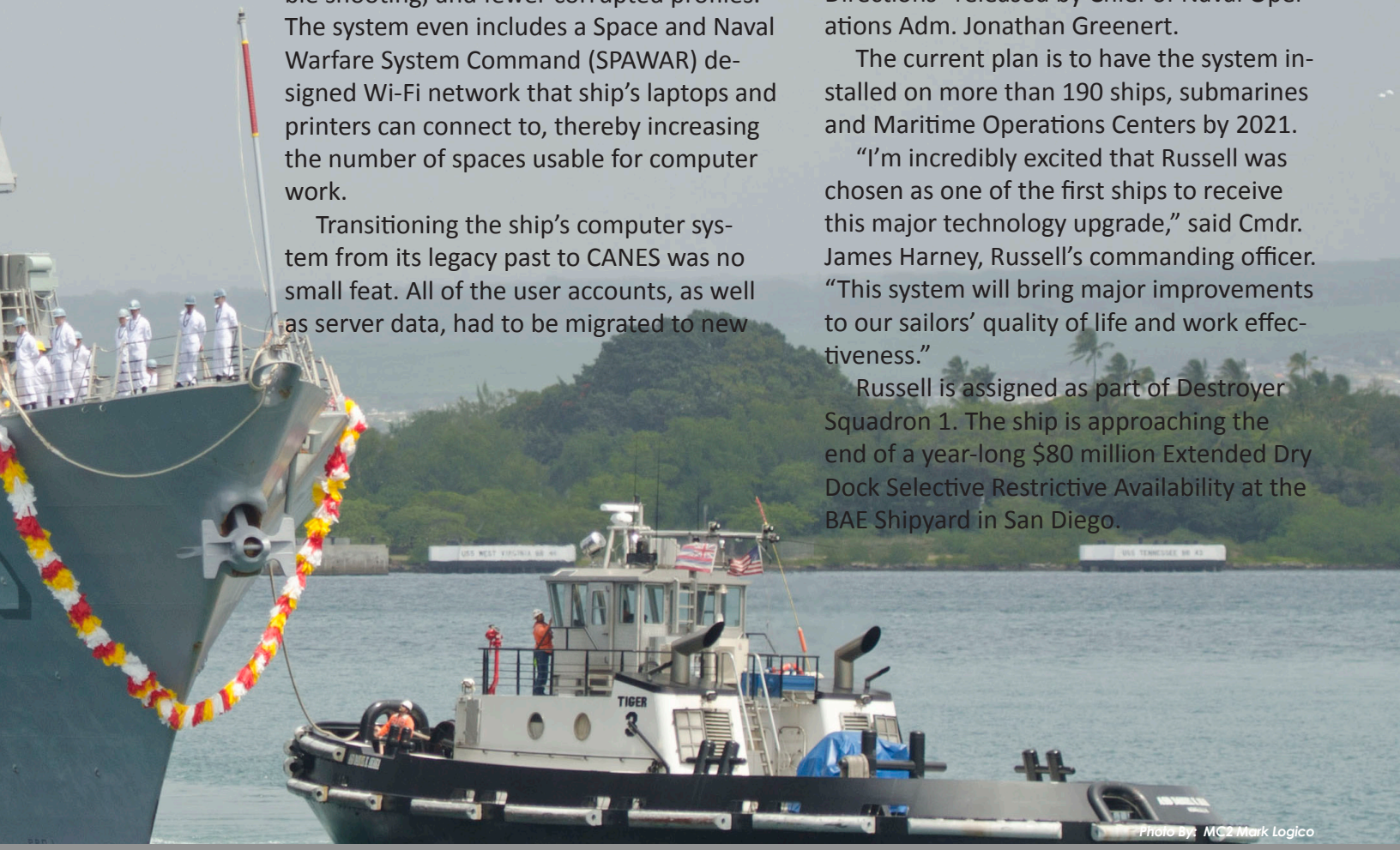


Photo By: MC2 Mark Logico

EFFECTIVE READINESS

DESRON 15 Assures Surface Warfare Readiness Through Revitalized SURFREM Program

STORY BY:
MC1 Trevor Welsh
Task Force 70 Public Affairs

In the midst of the year's largest U.S. military exercise, Asia's forward-deployed destroyer squadron is taking steps to ensure surface warfare readiness by leading the Navy in the development of tactics, techniques and procedures (TTP) that are on the 'leading edge' of emerging technology.

Destroyer Squadron (DESRON) 15, working closely with Surface Tactical Development Group (STDG), Task Force (CTF) 70 and the newly stood-up Navy Surface Warfare Development Command in San Diego, has reinstituted the Surface Readiness Effectiveness Measurement (SURFREM) and is taking its first new steps during exercise Valiant Shield 2014.

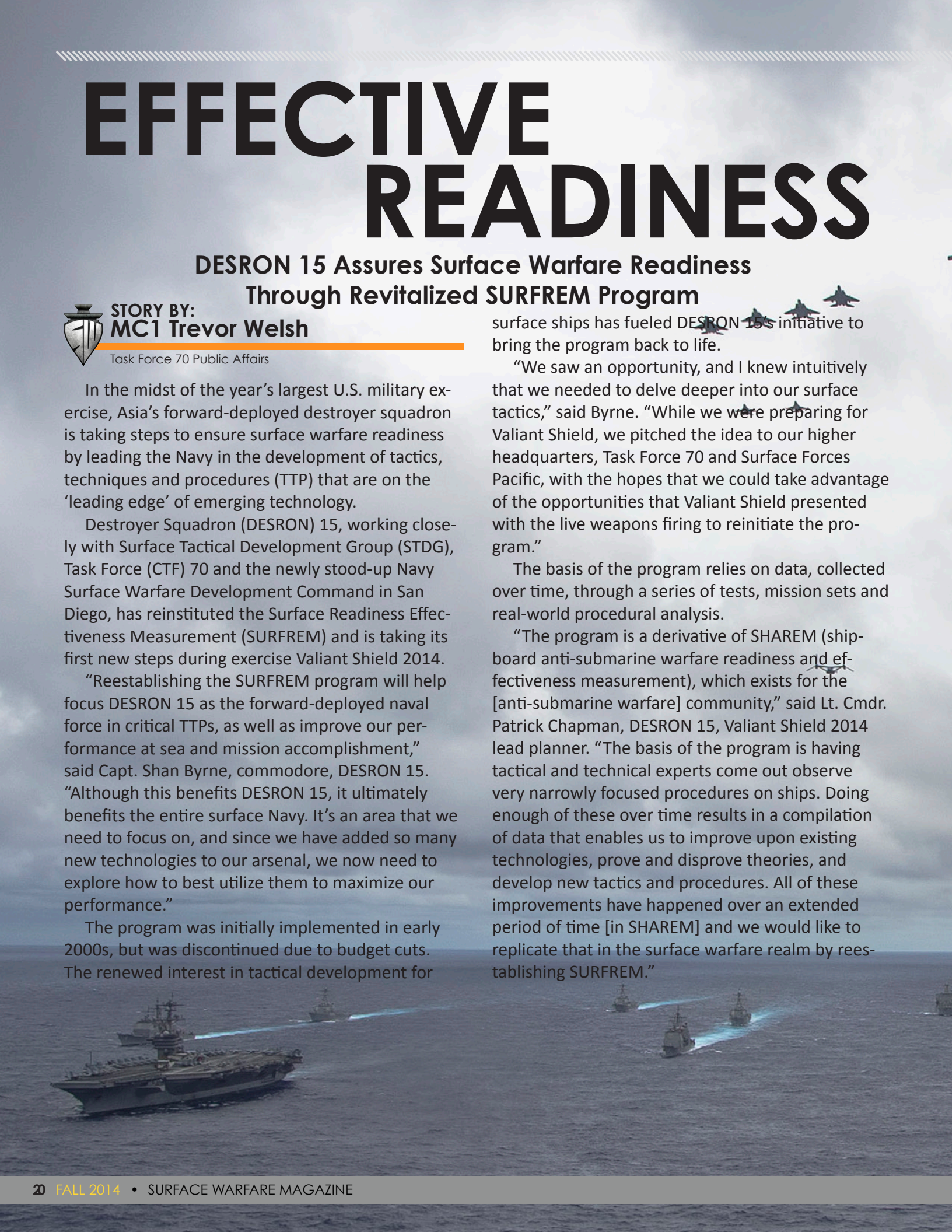
"Reestablishing the SURFREM program will help focus DESRON 15 as the forward-deployed naval force in critical TTPs, as well as improve our performance at sea and mission accomplishment," said Capt. Shan Byrne, commodore, DESRON 15. "Although this benefits DESRON 15, it ultimately benefits the entire surface Navy. It's an area that we need to focus on, and since we have added so many new technologies to our arsenal, we now need to explore how to best utilize them to maximize our performance."

The program was initially implemented in early 2000s, but was discontinued due to budget cuts. The renewed interest in tactical development for surface ships has fueled DESRON 15's initiative to bring the program back to life.

"We saw an opportunity, and I knew intuitively that we needed to delve deeper into our surface tactics," said Byrne. "While we were preparing for Valiant Shield, we pitched the idea to our higher headquarters, Task Force 70 and Surface Forces Pacific, with the hopes that we could take advantage of the opportunities that Valiant Shield presented with the live weapons firing to reinitiate the program."

The basis of the program relies on data, collected over time, through a series of tests, mission sets and real-world procedural analysis.

"The program is a derivative of SHAREM (shipboard anti-submarine warfare readiness and effectiveness measurement), which exists for the [anti-submarine warfare] community," said Lt. Cmdr. Patrick Chapman, DESRON 15, Valiant Shield 2014 lead planner. "The basis of the program is having tactical and technical experts come out observe very narrowly focused procedures on ships. Doing enough of these over time results in a compilation of data that enables us to improve upon existing technologies, prove and disprove theories, and develop new tactics and procedures. All of these improvements have happened over an extended period of time [in SHAREM] and we would like to replicate that in the surface warfare realm by reestablishing SURFREM."



Analyzing the training continuum and testing and retesting procedural standards allows for experts in existing and emerging technology to implement the newest TTPs in the surface fleet.

"SURFREM is an initiative to improve the assessment of surface warfare technologies," said Rear Adm. Mark Montgomery, commander, Battle Force 7th Fleet. "Additionally it provides an opportunity to test TTPs with surface warfare systems. Because of technological development, it is likely that over the next few years, better systems will be developed and delivered to the fleet. Because of the development of TTPs, it's likely that we'll know how to use those systems better. Overall it should increase the combat readiness of DESRON 15, more broadly CTF 70, and eventually naval forces in other areas."

Valiant Shield is a U.S. exercise integrating an estimated 18,000 U.S. Navy, Air Force, Army, and Marine Corps personnel, more than 200 aircraft and 19 surface ships, offering real-world joint operational experience to develop capabilities that provide a full range of options to defend U.S. interests and those of its allies and partners. This arena provides the perfect vehicle to initiate SURFREM and allow for maximum data collection and analysis.

"Specific to what we did in Valiant Shield, we had observers from STDG embark three destroyers, a cruiser and George Washington to watch how we executed the (sinking exercise)," said Chapman. "The ships employed some new techniques, tactics and procedures in a realistic scenario that might be found in a wartime environment. After the exercise is complete, STDG will take all the data they've collected, look at the results and see what can be improved upon in the future when executing these procedures."

"The initial feedback we got from STDG, which was a quick analysis of our tactical engagements, was positive; a very successful event," said Byrne. "There is more data that needs to be extracted before we get a formal response, and we expect to see that within the next couple of months. That report will give us exact feedback so we can take that information and fold it into our TTPs."

The data collected during Valiant Shield will not only help improve the processes aboard the ships involved, but the rest of DESRON 15 and eventually the entire surface force.

"I am really excited about getting SUFREM back up and running," said Byrne. "Although it's great that DESRON 15 was able to participate in SURFREM 2014, it's not just about us, it's about the entire surface Navy and becoming efficient in the technologies we have invested in."

Valiant Shield operations intend to achieve an unprecedented level of joint integration at the service level with the goal of developing pre-integrated joint forces. It seeks to improve integration of air, land, maritime, space, and cyberspace forces in order to provide combatant commanders enhanced combinations of military capabilities necessary to deter and, if necessary, defeat an adversary employing sophisticated capabilities.

"Valiant Shield 2014 is the largest joint military exercise in the Pacific this year," said Montgomery. "It combines a series of vignettes to test our operational and tactical capabilities against high-end adversaries along with operations that allow us to asses and improve our interoperability between joint forces. It gives a series of experimentation events to test some of the newest developmental systems. We are very excited for the opportunities this presents and we look forward to improving the war-fighting proficiency of CTF 70."

DESRON 15 is a collection of seven permanently forward-deployed Arleigh Burke-class guided missile destroyers providing a combat-ready force that protects and defends the collective maritime interests of the U.S. and its allies and partners in the Indo-Asia-Pacific region.

Photo By: MC1 Trevor Welsh

TARGET PRACTICE

USS Coronado Performs Live-Fire Test of Norwegian Strike Missile

STORY BY:
Naval Surface Force, U.S. Pacific Fleet Public Affairs

The crew of littoral combat ship USS Coronado (LCS 4) successfully performed a live-fire demonstration of a Kongsberg Naval Strike Missile (NSM) during missile testing operations off the coast of Southern California, Sept. 23.

During the test, the Norwegian-made Kongsberg NSM was launched from the deck of Coronado and scored a direct hit on its intended target, a mobile ship target (MST).

The Kongsberg NSM is a long range precision strike missile designed to be launched from a variety of ships against a variety of targets.

Testing took place on board the Navy's newest littoral combat ship to show the LCS' ability to readily accept new weapons systems as part of the Foreign Comparative Testing (FCT) program.

"We are extremely pleased with the outcome of today's test on board Coronado," said Vice Adm. Thomas Rowden, Commander, Naval Surface Forces. "We view this successful missile test as a possible future warfighting capability for the LCS program."

Rowden said the Navy is interested in

increasing both quantity of firepower and range across the surface fleet.

"Both classes of the LCS are based on modular design concepts," said Rowden. "This allows for the integration of weapons and sensors like the Kongsberg NSM technology as part of the LCS warfare suite."

Since 1980, the FCT program has helped the United States and allies reap substantial savings by avoiding research and development costs, lowering procurement costs, reducing risk for major acquisition programs and accelerating the fielding of equipment critical to the reading and safety of operating forces.

Commissioned on April 4, 2014, Coronado was designed to be high-speed, shallow draft multi-mission ship capable of operating independently or with an associated strike group. LCS ships are designed to defeat growing littoral threats and provide access and dominance in coastal waters.

A fast, maneuverable, and networked surface combatant, LCS provides the required warfighting capabilities and operational flexibility to execute focused missions such as surface warfare, mine warfare and anti-submarine warfare.

LCS delivers combat capability from core self-defense systems in concert with interchangeable, modular mission packages and an open architecture command and control system. Modularity maximizes the flexibility of LCS and enables the ship to meet changing warfare needs, while also supporting rapid technological updates. LCS employs advanced tactical networks to share information with aircraft, ships, submarines, and joint and coalition units both at sea and shore.

Photo By: MC3(SW) Zachary D. Bell

HIGH FIVE

Five Things You Need to Know about Vella Gulf's Time in the Black Sea

STORY BY:
MC2 Jacob D. Moore
U.S. Naval Forces Europe-Africa/U.S. 6th Fleet Public Affairs

The Ticonderoga-class guided-missile cruiser USS Vella Gulf (CG 72) departed the Black Sea Aug. 26, after a series of engagements in support of Operation Atlantic Resolve. Here are five things you need to know about Vella Gulf's time in the Black Sea:

1. This was Vella Gulf's third time in the Black Sea. She first entered the Black Sea May 23. She departed June 12, entered again July 7, and departed July 14 after participating in the Bulgarian-led exercise Breeze 2014. Her most recent period in the Black Sea began Aug. 6.

2. Vella Gulf's port visits in the region included: Varna and Burgas, Bulgaria; Constanta, Romania (twice) and Batumi, Georgia. Sailors had the opportunity to explore the local cultures, conducted community service projects and hosted ship tours.

3. Vella Gulf has participated in numerous exercises with NATO allies and partners in the Black Sea since May. In addition to Breeze 2014, Vella Gulf conducted separate bilateral engagements with the Romanian navy's frigate ROS Regina Maria (F 222)

and the Turkish navy corvette TCG Bykada (F-512), a division tactics exercise with the Turkish navy fast attack craft TCG Tuzla (P 1200) and participated in Romanian navy day, which involved landing a Romanian navy SA-330 Puma helicopter on the flight deck. Vella Gulf also participated in a joint training exercise with the Georgian coast guard, following her departure from Batumi.

4. Vella Gulf hosted distinguished visitors including U.S. Secretary of Defense Chuck Hagel, and Georgian Prime Minister Irakli Garibashvili.

Hagel, while speaking to Sailors over the ship's 1MC, June 5 in Constanta, said: "I want to thank all of you, especially with what you're doing on this mission particularly. As we partner with Romania and the rest of our NATO allies, I want all of you to know that I am proud of you, and the President of the United States is proud of you."

Garibashvili, in his speech to the crew in Batumi, said, "Partnership with the United States of America is one of the top priorities in our country's foreign policy. We prize the U.S. support of Georgia's sovereignty, territorial integrity, democratic development, and integration into European and Euro-Atlantic institutions. The friendship and support of America is of utmost importance to us."

5. Vella Gulf and the U.S. Navy's presence in the Black Sea represents efforts by the United States to reaffirm its commitment to strengthening ties with NATO allies and partners, while working toward mutual goals of promoting peace and stability in the region.

"It is important to support and reassure our partners, we hope our presence in the Black Sea continues to strengthen those bonds," said Vella Gulf's Commanding Officer Capt. Robert Katz.

Vella Gulf, homeported in Norfolk, Virginia, returned to the Aegean Sea yesterday, where she is deployed in a multi-mission role in the U.S. 6th Fleet area of operations to contribute to regional maritime security, conduct bilateral and multilateral training missions, and to support NATO operations and deployments throughout the region.

U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied, joint, and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.

USS Preble, USS John Paul Jones Join Pearl Harbor Ohana


Photo By: MC3 Johans Chavarro


Photo By: MC3 Johans Chavarro

STORY BY:
MC3 Johans Chavarro
Navy Public Affairs Support Element West, Detachment Hawaii

The U.S. Middle Pacific Naval Fleet received two new additions as the guided-missile destroyers USS Preble (DDG 88) and USS John Paul Jones (DDG 53) arrived to their new homeport of Joint Base Pearl Harbor-Hickam (JBPHH) August 14 and 15 from San Diego.

The move was orchestrated to provide updated advanced Aegis capabilities to Commander, Naval Surface Group Middle Pacific (COMNAVSURFGRU MIDPAC) in an effort to maintain the most robust and capable force possible.

Rear Adm. Rick Williams, commander of Navy Region Hawaii and Naval Surface Group Middle Pacific, welcomed both ships to Hawaii, noting the advanced capabilities they bring to the Middle Pacific Fleet.

"It is a privilege to welcome USS John Paul Jones and USS Preble to Hawaii," said Williams. "I know you will bring advanced capabilities in radar and weapon systems, including Aegis ballistic missile defense and Navy Integrated Fires, and I'm grateful you're joining our team."

USS Preble arrived at JBPHH as a replacement for the guided-missile frigate Reuben James (FFG 57), which was decommissioned July 18, 2013, and will serve as a MIDPAC surface combatant to reinforce maritime operations in the region.

Cmdr. Robert T. Bryans, commanding officer of USS Preble, said he looked forward to bringing USS Preble's advanced capabilities to the region and being a part of the MIDPAC team.

"The MIDPAC team has a great reputation," said Bryans. "The ships that are homeported here have the latest baselines, the most technological sophisticated equipment and weapons systems. This really is the tip of the spear."

As a new addition to MIDPAC, Sonar Technician Surface 2nd Class Chan Wakefield said the crew aboard USS Preble aims to answer the operational demands of the region, as well as take advantage of the rare opportunity of being homeported in Hawaii.

WELCOME OHANA!


Photo By: MC3 Johans Chavarro


Photo By: MC3 Johans Chavarro

"As a crew we're really just aiming to uphold the operations tempo out here, but also bring the spirit we had in San Diego and infuse that with some of that island spirit," said Wakefield. "Few people get to experience Hawaii as a port visit, so getting to have it as a homeport has everyone excited."

Currently the most technologically advanced ship within the Ballistics Missile Defense (BMD) program, USS John Paul Jones will operate as a rotational BMD deployer, and testing ship, as part of a long-range U.S. commitment to the security and stability of the Indo-Asia-Pacific region.

The move also allowed the guided-missile cruiser USS Lake Erie (CG 70) to proceed to San Diego for a scheduled, extended docking ship repair availability(EDSRA).

Cmdr. Andrew Thomson, commanding officer of USS John Paul Jones, said his crew has proven that they are ready to assume the role as the Navy's Integrated Air and Missile Defense test ship. In the coming years, the ship is expected to test newer and more advanced systems that will be used to defend the nation and allied forces overseas, Thomson said.

Sailors stationed aboard USS John Paul Jones welcomed the challenge and responsibility, along with the opportunity to settle down family members and experience the Hawaiian scenery.

"It was a long process with the move and with families, so to finally be here is a huge relief," Gunner's Mate 2nd Class Steven Zupko. "I've never seen Hawaii and before the Navy I had never even seen the ocean. It's just beautiful. I never thought I'd be able to see anything like this."

USS Lake Erie is scheduled to replace USS John Paul Jones as a rotational BMD deployer out of San Diego once the EDSRA is complete.

COMNAVSURFGRU MIDPAC is a U.S. Navy command responsible for the maintenance and training of the surface ships homeported in JBPHH.

In May 2008, Destroyer Squadron (DESRON) 31 assumed duties as immediate superior in command for all Pearl Harbor-based destroyers and frigates under an operational alignment to increase force presence and surge capacity in the Western Pacific under COMNAVSURFGRU MIDPAC.

YEARS OF EXPERIENCE

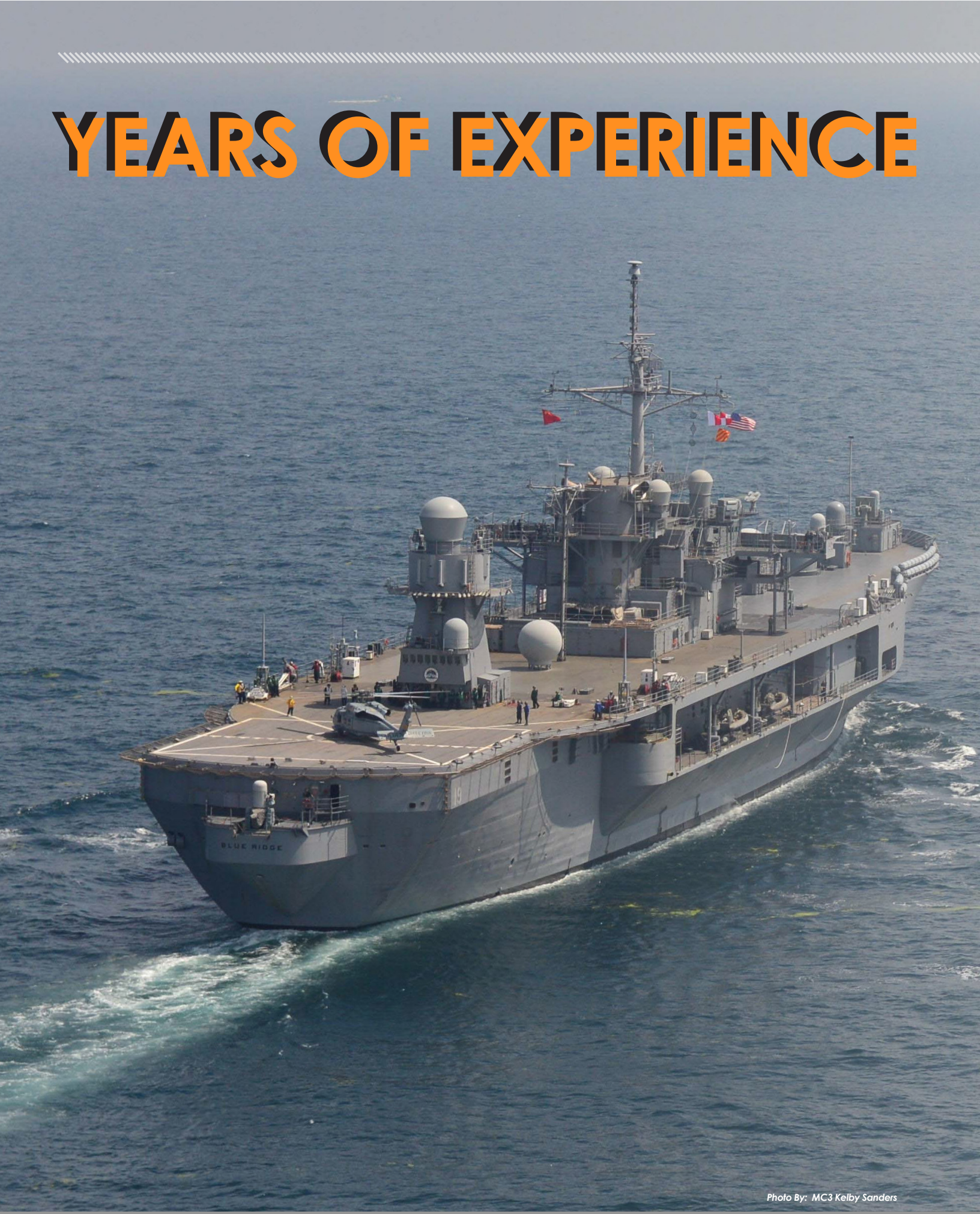


Photo By: MC3 Kelby Sanders

Blue Ridge Now Second Oldest Behind Constitution

STORY BY:
MC3 Kelby Sanders

USS Blue Ridge Public Affairs

U.S. 7th Fleet flagship USS Blue Ridge (LCC 19) now holds the honor of being the oldest ship in the U.S. Navy's active duty fleet, next to USS Constitution, after the decommissioning of the USS Denver (LPD 9) Aug. 14.

Blue Ridge's keel was laid Feb. 27, 1967, and she was commissioned Nov. 14, 1970. Since 1970 the flagship has had a rich history to include commanding Operations Eagle Pull and Frequent Wind during the Vietnam War, receiving the Humanitarian Service Medal in 1984 for rescuing Vietnamese refugees during Operation Boat People, performing a nine-and-a-half month deployment as flagship for U.S. Naval Forces Central Command during the Persian Gulf War and rushing supplies and relief to Japan during Operation Tomodachi.

"Blue Ridge has a rich history of providing our Navy with the most capable afloat command platform in the world," said Blue Ridge Commanding Officer Capt. Richard McCormack.

To maintain her position as the most capable flagship in the world, Blue Ridge utilizes the most advanced communication satellite and computer technologies available.

"Blue Ridge has a superior and more robust communications system than any other type of ship by far," said Cmdr. Hezekiah Natta, Blue Ridge communications officer.

As the demands of the mission evolve over the years, so too must Blue Ridge. The ship is constantly updating its equipment to stay a step ahead of its competition.

"Last year we did a complete overhaul and upgraded our communications equipment to allow us to continue our mission well into the future," said Natta.

In 2016 Blue Ridge is scheduled to install a brand new Consolidated Afloat Network Enterprise System (CANES).

"CANES will provide the ship and her staff the capability to continue efficiently commanding and controlling all of 7th Fleet's assets in her area of responsibility," said Natta.

At every port the ship visits, the crew and embarked staff participate in community service engagements designed to promote peace, partnership and cooperative security. The mission requires Sailors who take pride in their service and hard work.

"It's a great opportunity to serve and be part of U.S. Navy history," said Ship's Serviceman 2nd Class Terrence Daye. "I feel good knowing I play a critical role in something great and meaningful to the command mission."

Blue Ridge's mission is unique and requires a top-of-the-line crew ready to respond, at a moments notice, to any threat or humanitarian crisis.

"I'm honored to command this ship knowing she will continue, well into the future, to play the lead role in promoting stability and theater security cooperation in the Pacific," said McCormack.

The flagship is currently on patrol in the Indo-Asia-Pacific with embarked 7th Fleet staff, Helicopter Sea Combat Squadron 12 and Marines from Fleet Anti-Terrorism Security Team Pacific.

Blue Ridge has been forward deployed to Yokosuka, Japan for 34 years. As the flagship for Commander, U.S. 7th Fleet, Vice Adm. Robert L. Thomas, Blue Ridge is vital in maintaining partnerships in the 7th Fleet area of operations.

The NEXT DESTROYER

Future USS Ralph Johnson Keel Authenticated

STORY BY:
Naval Sea Systems Command

Team Ships Public Affairs

The U.S. Navy held a keel-laying ceremony for the future USS Ralph Johnson (DDG 114) at the Huntington Ingalls Industries (HII) shipyard Sept. 23.

The keel was authenticated by ship sponsor and military wife Georgeanne McRaven, and 41-year veteran shipbuilder, Robert Boegner, Jr. The two traced their initials into the ship's keel plate after which they said, "We hereby declare that the keel of the future USS Ralph Johnson has been truly and fairly laid."

"I'm extremely honored to have Mrs. McRaven and Mr. Boegner here today to take part in this momentous event. Their participation demonstrates and celebrates the role that each individual involved in this vital shipbuilding program plays to help bring these warships to life," said Capt. Mark Vandroff, DDG 51 class program manager, Program Executive Office (PEO) Ships. "I'm very proud of and grateful to the men and women of Ingalls shipbuilding. Their hard work has allowed us to celebrate this major ship milestone today."

Ingalls shipbuilding has a long history in destroyer shipbuilding, beginning with the keel-laying of the USS Spruance (DD 963) in the same shipyard over 40 years ago, in 1972. Ralph Johnson is the 64th Arleigh-Burke class destroyer, and the 30th DDG 51 class destroyer built by the shipyard. HII is under contract to build an additional six of the 14 DDG 51 class ships currently under contract. General Dynamics Bath Iron Works is also under contract to build seven destroyers as part of the DDG 51 program restart.

DDG 51 class ships are integral players in global maritime security, engaging in air, undersea, surface, strike and ballistic missile defense. Ralph Johnson, a Flight IIA destroyer, will be equipped with Aegis Baseline 9 which incorporates Integrated Air and Missile Defense and enhanced Ballistic Missile Defense capabilities.

The ship is named for Marine Pfc. Ralph Henry Johnson, who posthumously received the Medal of Honor for his heroic actions during the Vietnam War. Johnson used his body to shield two fellow Marines from a grenade, absorbing the blast and dying instantly in March 1968.

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships and special warfare craft. Delivering high-quality war fighting assets - while balancing affordability and capability - is key to supporting the nation's maritime strategy.

HITTING NEW MILESTONES

First of Class Destroyer Completes Generator Light Off

STORY BY:
Naval Sea Systems Command

Program Executive Office Ships Public Affairs

The Navy's Zumwalt class (DDG 1000) destroyer program continues to make significant progress achieving key shipbuilding milestones, completing ship generator light-off Sept. 23 for the first-of-class ship, the future USS Zumwalt.

The lead ship, DDG 1000, is 92 percent complete and currently in the test and activation phase of construction at General Dynamics, Bath Iron Works. The ship is successfully activating its fuel systems, advanced induction motors (AIM) and generators, with fuel onload and AIM light-off completed in July. The generators are used to produce the electricity required to operate the ship - the first Navy surface combatant to employ the innovative Integrated Power System (IPS). Key design features that make the IPS architecture unique include the ability to provide power to propulsion, ship's service, and combat system loads from the same gas turbine generators.

"Light-off of DDG 1000's generators is a critical step forward in the activation, test, and trials of the ship's systems," said Capt. Jim Downey, DDG 1000 program manager. "With deliberate and incremental test and activation, the DDG 1000 team is systematically retiring risk and preparing this highly complex ship for at-sea testing and eventual transfer to the fleet."

Completion of generator light-off represents the latest electrical system milestone in an effort that began years ago with early prototype testing at the Naval Ships Systems Engineering Station Land Based Test Site in Philadelphia, Pennsylvania. Lessons learned from this effort guided activation events onboard DDG 1000 including energizing the high voltage power system, lighting off the port AIM utilizing shore power to demonstrate operation of the propulsion motor system, and continual testing of the engineering control system responsible for the automated control of the engineering plant. Most recently, successful testing of the fuel oil service and transfer system allowed for the onload of fuel utilized in the light-off event.

Test and activation of the ship's systems will steadily continue, with activation of the ship's computer system, the Total Ship Computing Environment planned for later this fall. Zumwalt will begin at-sea testing in 2015 off the coast of Maine and is expected to arrive in San Diego, in the 2016 timeframe for an extensive period of operational integration with the fleet.

Upon entry into the fleet, Zumwalt-class destroyers will be multi-mission surface combatants designed to fulfill volume firepower and precision strike requirements.

These surface combatants represent a significant leap forward in naval surface warfare capability through the use of highly-advanced technologies. With significant signature reductions over previous surface combatants, increased automation, and reduced manning levels, Zumwalt-class destroyers will provide the fleet with the capabilities required for today's naval operations as well as critical resources to face the threats of tomorrow.

As one of the Defense Department's largest acquisition organizations, Program Executive Office Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special-mission and support ships, and special warfare craft. Delivering high-quality warfighting assets, while balancing affordability and capability is key to supporting the Navy's maritime strategy.

Photo By: U.S. Navy Photographer

WELCOME TO AMERICA


Photo By: MC2 Jonathan A. Colon

Photo By: MC1 Rosalie Chang

Photo By: MC1 John Scorza

STORY BY:
MC2 Jonathan A. Colon
USS America Public Affairs

The future amphibious assault ship USS America (LHA 6) arrived at its homeport of San Diego for the first time Sept. 15 after completing its two-month maiden transit from Ingalls Shipbuilding in Pascagoula, Mississippi.

The America crew trained for nearly two years to take possession of the ship, pushing through the countless amounts of training, working parties, food onloads, inspections, assessments and certifications required to bring the ship and crew home.

"All the hard work, training and preparations for this deployment have been built up for this moment," said Logistics Specialist 1st Class Rico Alonzo. "We didn't just build the ship, we built a family and accomplished our mission."

During the transit, the ship and crew traveled 15,300 miles, made port visits to Colombia, Guantanamo Bay, Cuba, Brazil, and Peru, engaging in cooperative maritime security operations in order to maintain access, enhance interoperability and build enduring partnerships that foster regional security.

"I never thought in my life that I would be going to any other country besides the U.S. and to see the different cultures, food

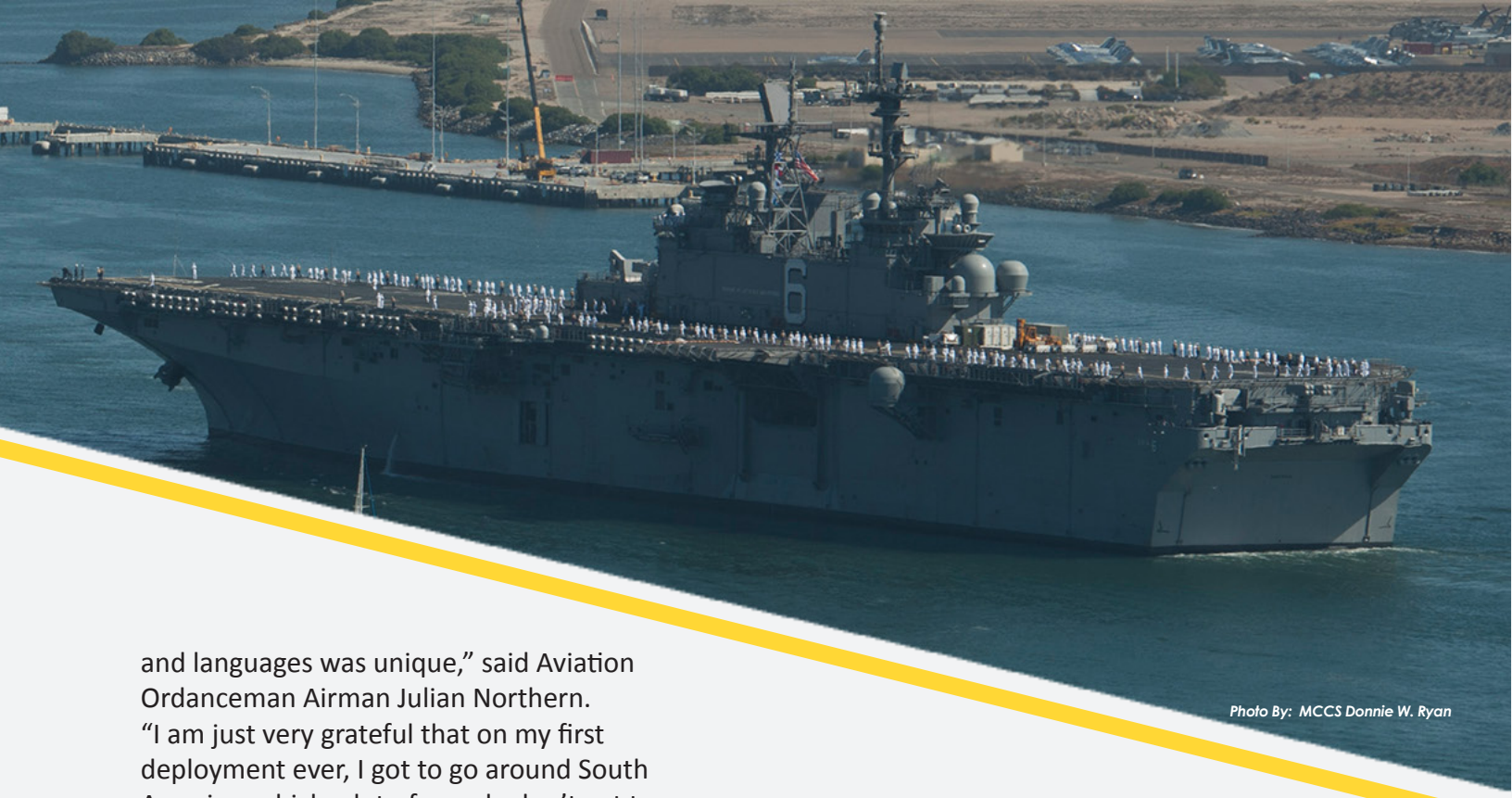


Photo By: MCCS Donnie W. Ryan

and languages was unique," said Aviation Ordanceman Airman Julian Northern. "I am just very grateful that on my first deployment ever, I got to go around South America, which a lot of people don't get to do."

"It's been an incredible journey for the America crew," said Capt. Robert A. Hall Jr., commanding officer. "I am so proud of the entire Navy and Marine Corps team and the spectacular work they have done. No one could have accomplished the mission better. We are thrilled to be reuniting with our friends and family today. They have sacrificed equally and we could not do this without their support. I would like to thank the America Sailors, Marines and their families for their unwavering commitment and dedication to our Navy and nation. They have earned a heroes welcome home."

America is the first ship of its class, replacing the Tawara-class of amphibious assault ships. As the next generation "big-deck" amphibious ship, America is optimized for aviation, capable of supporting current and future aircraft such as the tilt-rotor MV-22 Osprey and F-35B Joint Strike Fighter.

America will be in homeport for a few weeks to give the crew some well deserved time off before the ship begins its voyage toward San Francisco for the ship's commissioning. The ship is scheduled to be commissioned Oct. 11.

Photo By: MC1 Lewis Hunsaker

Photo By: MC1 Rosalie Chang

HISTORY FIRST-HAND

D-Day Veteran Shares Story with BMU 1

STORY BY:
MC2(SW) Zachary D. Bell
Naval Surface Force U.S. Pacific Fleet Public Affairs

Sailors assigned to Beachmaster Unit (BMU) 1 received a first-hand account of the June 6, 1944 D-Day invasion during a 70th anniversary remembrance ceremony at Naval Base Coronado, June 6.

Seaman First Class Bob Watson was only 18 years old when he and others assigned to Company B6 of the 6th Naval Beach Battalion made an attempt to land on Omaha Beach in Normandy, France as part of Operation Neptune.

"People ask me if I was in the first wave of ships," said Watson, who was drafted into military service on Aug. 12, 1943 and will be celebrating his 89th birthday later this year. "There were no waves, all that there was were things blowing up to your left and things blowing up to your right."

Watson spoke to the group of Sailors who listened with respect and admiration as he retold his role in the historic event where an allied force of more than 160,000 troops, 5,000 ships and 1,200 aircraft battled Nazi Germany on a 50-mile heavily fortified stretch of coastline.

According to Watson, his Landing Craft Mechanized (LCM) was making its way to the beach when it hit a Teller mine about a mile from the shore and exploded. Dozens of men were killed instantly and he was sent flying through the air.

"As I headed into the water everything to my left was blowing up and everything to my right was blowing up," said Watson, a native of Lynn, Mass. "People often ask me what time I got there and I tell them once I hit the water, I looked down at my watch and it was smashed and stuck on 7:27 a.m., so I go with that."

As a beachmaster, Watson's job was to keep the troops, material, equipment and vehicles moving up the beach. However, Watson did much more including helping Army medics, firing off rounds on the firing line and operating a bulldozer in order to clear debris and make a road for troops and vehicles.

After spending a total of 28 days on Omaha Beach, Watson was sent back to England. His unit was awarded the Navy and Army Presidential Unit Citation and he was awarded two Purple Hearts during his Word War II naval service.

After seeing Steven Spielberg's epic war film "Saving Private Ryan" that showed

parts of the invasion, Watson said he had the chance to talk to the famous director.

"I told him I was happy that he made the battle only a fraction of what the horror truly was," said Watson. "Everything thing was on fire and there were bodies piled up to the left and right."

Watson said he has returned to the beaches of Normandy quite a few times over the past 70 years, usually to mark the anniversary of the landing, but chose to stay home and tell his story to other Sailors this year.

"Bob has committed countless hours to presenting his story and is a truly a Southern California and national treasure," said Cmdr. Chris Nelson, BMU-1's commanding officer. "He is a great American and he is really teaching a lot of our guys about their roots."

Sailors who attended said they enjoyed the opportunity to meet someone who took part in the historic event.

"He is an absolute hero," said Engineering Aide Constructionman Deandre Kitchen, who served as part of the color guard for the ceremony. "He fought for our freedom and by participating in the color guard I feel that I am paying back some respect he so very deserves."

Kitchen wasn't the only young Sailor moved by the firsthand account of the battle.

"It means a lot to me what he did for our country during that amphibious operation that happened so many years ago," said Boatswain's Mate Seaman Katelen Norris. "It's such an honor to meet him; it's like meeting the president."

Photo By: MC2(SW) Zachary D. Bell

CHIEF NAVY

Photo By: U.S. Navy Photographer

NAVY PRIDE

Surface Navy Association's USS Constitution Chapter Presents 2014 George Sirian Meritorious Service Award

Photo By: U.S. Navy Photographer

STORY BY:
MC1(SW/AW) Rosalie Chang
Naval Surface Force U.S. Pacific Fleet Public Affairs

The USS Constitution Chapter of the Surface Navy Association (SNA) awarded Senior Chief Cryptologic Technician (Collection) Phillip .P. Pena, the 2014 George Sirian Meritorious Service Award, Aug. 22.

The chapter formally presented its 12th annual award while underway in Boston Harbor aboard USS Constitution during Chief Petty Officer Heritage Week. Commander, Naval Surface Force Atlantic, Rear Adm. Peter Gumataotao, and USS Constitution Chapter of the SNA President, Capt. Bill Mauser USN (Ret), were also participants in the ceremony.

A native of Porter, Texas, Pena was nominated for the award while serving aboard the San Diego-based, San Antonio-class amphibious transport dock USS New Orleans (LPD 18). He has since made Senior Chief and is now serving in Australia.

"Chief Petty Officer Pena's superb technical acumen and unmatched leadership embody the characteristics most associated with this prestigious award," said Commander, Expeditionary Strike Group Three, Rear Adm. Fernandez L. Ponds, in his endorsement of Pena's nomination.

Each year, the George Sirian Meritorious Service Award is presented to a Navy Chief who exemplifies surface warfare excellence. It is named in honor of George Sirian, whose distinctive naval career encompassed nearly 50 years. He started as a seaman, advanced through the ranks to master gunner, and was ultimately commissioned as a warrant officer. His service included multiple tours aboard USS Constitution during the ship's prime years as a ship of the line in the first half of the 19th century.

"We are very excited to reflect the proud heritage and spirit of the early years of our Navy with the George Sirian Award and to present this annual award to such an outstanding Chief Petty Officer," said Mauser.

In addition to recognition as this year's George Sirian winner, Pena received an engraved replica of a 19th century cutlass and a citation from the chapter.

The USS Constitution Chapter of SNA was established in 1990 and focuses on promoting and maintaining the values of the surface navy's history, contributions and accomplishments, with special focus on USS Constitution. The chapter's other award programs include the annual leadership award for a USS Constitution crewmember, and academic excellence awards for the ROTC programs at MIT, Boston University, and Harvard University.

Living Up To The Chief Heritage

Northwest Chief Selects Graduate USS Turner Joy CPO Legacy Academy


Photo By: USS Turner Joy Chief Petty Officer Legacy Academy

STORY BY:
MC2 Cory Asato
Navy Public Affairs Support Element West, Det. Northwest

Navy Region Northwest Chief selectees graduated a 2014 USS Turner Joy Chief Petty Officer Legacy Academy held aboard USS Turner Joy (DD 951), Aug. 22.

Commands throughout the Navy chose 47 selectees to participate in this year's academy, which was broken into two classes, which entails living aboard the Vietnam-era destroyer for six days while participating in community relation projects, ship preservation, leadership training, reenactments of Vietnam-era operations and heritage projects relating to the U.S. Navy and its Chiefs Mess.

More than 50 mentors along with friends and family attended the graduation ceremony held on the pier in front of the Turner Joy museum.

"The chiefs really took us under their wings and out into the community to instill in us what it means to be a chief petty officer," said Chief (Select) Aviation Electronics Technician David Sweeney, a Rochester, New York, native assigned to USS Nimitz (CVN 68).

"Whether it was meeting with veterans at the veterans home or painting the Turner Joy, they humbled us and put us in a position to remember those who came before us and to think of our Sailors," said Sweeney. "They really emphasized being a deckplate leader."

"I want all of you to remember that you are never carrying those anchors by yourself," said Master Chief Hospital Corpsman Paul Klahr, a Middletown, Pennsylvania, native, while serving as guest speaker during the academy graduation. "Take that pride and honor you have in serving your country and pass it on to your Sailors; be that chief."

The Region Chiefs Mess mentored the selectees throughout the transparent program according to Chief Navy Career Counselor Rex Parmelee, a Nich-

olasville, Kentucky, native and public affairs officer for the academy.

"This academy, being held aboard Turner Joy which is a museum, is interactive with the public and families," said Parmelee. "We keep the families informed through social media and the selectee are actively engaged with community relation projects and ship preservation which all tie into their naval heritage."

The Chiefs Mess gave parting wisdom after the ceremony to graduates.

"Remember that as the chief you enforce rules that officers assign, and you lead Sailors," said Commander, Submarine Group 9 Command Master Chief Ted Calcaterra, a Missoula, Montana, native.

"The driving steam you gathered here may be diffused over time, but [the academy and chief indoctrination process] will serve as your foundation for your future as a chief."

"As chiefs we choose to lead because we were selected to be here," said Calcaterra.

Being selected to be a U.S. Navy chief is an honor bestowed to outstanding enlisted Sailors, according to one graduate of the academy.

"Out of all the selectees on the Nimitz, I was one of four," said Sweeney. "I owe many thanks to my command, and the Chiefs Mess for the opportunity to work with my brothers from different communities and function as a team."


Photo By: USS Turner Joy Chief Petty Officer Legacy Academy


Photo By: USS Turner Joy Chief Petty Officer Legacy Academy


Photo By: USS Turner Joy Chief Petty Officer Legacy Academy


Photo By: USS Turner Joy Chief Petty Officer Legacy Academy


Photo By: USS Turner Joy Chief Petty Officer Legacy Academy

ROLL CALL

SPY Honor Roll: Recognizing Maintenance Excellence

STORY BY:
Naval Surface Warfare Center
Port Hueneme Division (NSWC PHD)

SPY Honor Roll.

The SPY-1 Radar Maintenance Monthly Honor Roll program was established in April 2013 by the AEGIS Integrated Combat Systems Program Office (PEO IWS) and the Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD), in conjunction with COMNAVSURFOR.

The Honor Roll recognizes ships that achieve and maintain COMNAVSURFOR radar enhanced readiness standards (CNSP 131508ZOCT11). These new standards improve radar performance and operational availability.

Since April 2013, fifty-two (52) of the Navy's 84 AEGIS cruisers and destroyers have made the Honor Roll, including thirty-one (31) ships that have made the Honor Roll five or more times.

One ship in particular -- USS MASON (DDG 87) has been on the Honor Roll ten (10) times and another ship -- the USS GETTYSBURG (CG 64) -- has been on the Honor Roll for an astounding fourteen (14) consecutive months.

Making the SPY-1 Radar Maintenance Honor Roll for even one month is no easy feat -- not to mention the incredible USS GETTYSBURG (CG 64) fourteen (14)-month-long coup. To achieve Honor Roll status, a ship must be underway for at least 15 days during a given month; must perform the SPY-1 Radar Transmitter Phase and Power (TP&P) PMS check (MRC 4560/506 R-2W) every 72 hours while underway; and must weekly in-port and complete other SPY enhanced material readiness improvement program PMS checks. Moreover, the ship is required to submit its SPY-1 TP&P results to NSWC PHD and maintain an average SPY Effective Transmit Power (ETP) at or above Spec (0DB/4MW) 90% of the time while underway.

Photo By: MC2 Christopher Lindahl

Photo By: U.S. Navy photographer

Photo By: MC3 Lorenzo J. Burleson

AEGIS Wholeness Initiative.

The Honor Roll is part of a broader AEGIS Wholeness Initiative to improve overall AEGIS mission readiness. This initiative commenced three years ago in an effort to improve interoperability; sustainment; manpower, personnel, training, and fleet AAW proficiency and readiness. Since SPY-1 Radar readiness drives AEGIS mission performance and combat system operational availability (Ao), the AEGIS Wholeness Initiative focuses on improving SPY Ao.

It includes the following elements:

-Radar pre-deployment assessments and grooms,

-Forward staging more spare parts and readiness based sparing models

-Increasing access to subject matter experts with a 24/7 AEGIS Tech Team watch and SIPR chat,

-In-theater technical representatives, and

-Filling vacant technical representative billets.

Additionally, the initiative includes:

-Fielding the Accelerated Adaptive Diagnostic Electronic Portable Testset (ADEPT)

-Improved first responder support at Regional Maintenance Centers (RMC) by providing improved waterfront expertise,

-Redesigning high replacement rate spare parts to improve reliability and maintainability, and

-Computer program maintenance (CPM) to correct all high and medium computer program issues.

Both the SPY Honor Roll and the AEGIS Wholeness Initiative are credited with improving deployed SPY-1 radar operational availability from .85 in fiscal year2011 to .98 today in fiscal year 2014. This increased availability enabled IWS to minimize lost operational days during a six month deployment -- 30 days to less than four days. Additionally, just two years ago, 25% of sampled deployed AEGIS ships Effective Transmit and Power (ET&P) was below PMS standards; today, less than 5% of deployed AEGIS ships are reporting an ET&P below PMS standards.

With deployed enhanced readiness now stable, the SPY-1 Radar Maintenance Honor Roll and the AEGIS Wholeness Initiative have expanded to the rest of the fleet. Ships are now capable of earning a spot on the Honor Roll when they are not actually deployed. Enhanced readiness resources are being made available to ships earlier in the Total Ship Readiness Assessment (TSRA) cycle. This allows Sailors to have at their hands a combat system on which they can immediately train upon completion of their maintenance period.

In closing, the SPY-1 Radar Maintenance Honor Roll is a highly effective tool to recognize the exceptional work our Sailors do to sustain the mission readiness of our cruisers and destroyers.

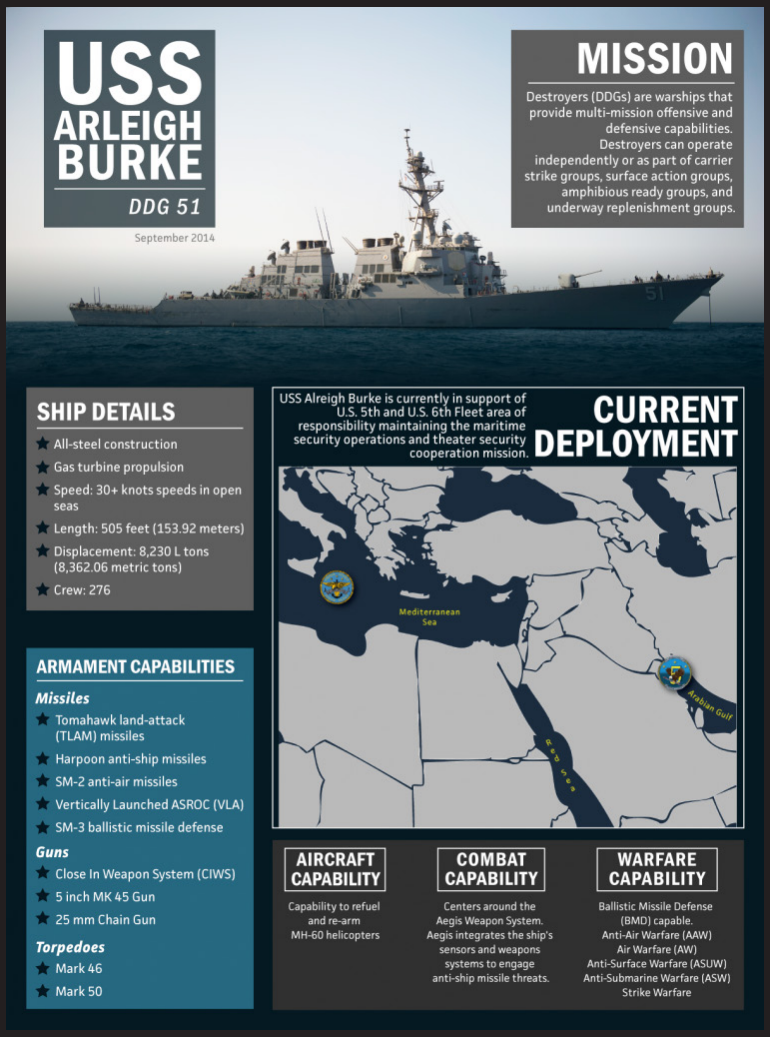
A DAY IN THE LIFE AIRSTRIKE

USS Arleigh Burke and USS Philippine Sea Conduct Airstrikes Against ISIL in Syria

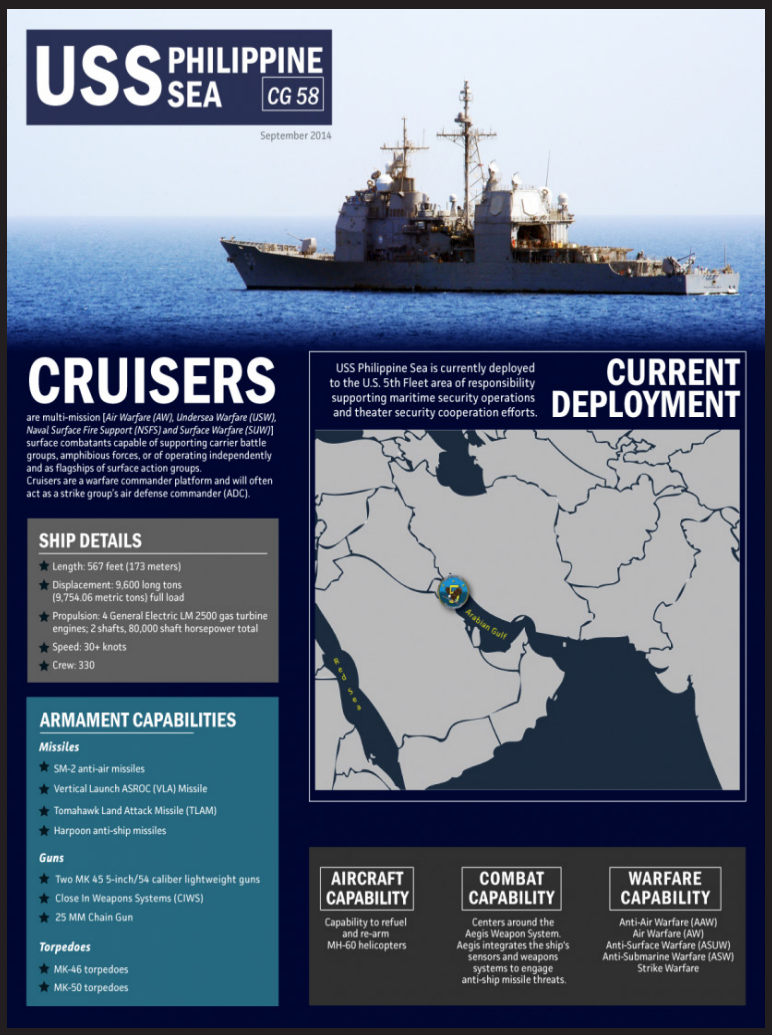
STORY BY:
Navy Life
The Official Blog of the United States Navy

Earlier this week, U.S. military forces and partner nations, including Saudi Arabia and the United Arab Emirates, attacked Islamic State of Iraq and the Levant terrorists in Syria, using a mix of fighter and remotely piloted aircraft to conduct 13 airstrikes against 12 ISIL-controlled modular oil refineries in remote areas of eastern Syria near Mayadin, Hasakah, and Abu Kamal and an ISIL vehicle near Dayr az Zawr, also in eastern Syria.

To conduct these strikes, the United States employed 47 TLAMs launched from USS Arleigh Burke and USS Philippine Sea operating from international waters in the Red Sea and North Arabian Gulf, as well as U.S. Air Force, Navy and Marine Corps fighter, remotely piloted and bomber aircraft deployed to the U.S. Central Command area of operations. In addition, the Kingdom of Bahrain, the Hashemite Kingdom of Jordan, the Kingdom of Saudi Arabia, Qatar and the United Arab Emirates also participated in or supported the airstrikes against ISIL targets. All aircraft safely exited the strike areas.


USS ARLEIGH BURKE
DDG 51
September 2014
MISSION
Destroyers (DDGs) are warships that provide multi-mission offensive and defensive capabilities. Destroyers can operate independently or as part of carrier strike groups, surface action groups, amphibious ready groups, and underway replenishment groups.
SHIP DETAILS
All-steel construction
Gas turbine propulsion
Speed: 30+ knots speeds in open seas
Length: 505 feet (153.92 meters)
Displacement: 8,230 L tons (8,362.06 metric tons)
Crew: 276
USS Alreigh Burke is currently in support of U.S. 5th and U.S. 6th Fleet area of responsibility maintaining the maritime security operations and theater security cooperation mission.
CURRENT DEPLOYMENT
Mediterranean Sea
Arabian Gulf
Red Sea
ARMAMENT CAPABILITIES
Missiles
Tomahawk land-attack (TLAM) missiles
Harpoon anti-ship missiles
SM-2 anti-air missiles
Vertically Launched ASROC (VLA)
SM-3 ballistic missile defense
Guns
Close In Weapon System (CIWS)
5 inch MK 45 Gun
25 mm Chain Gun
Torpedoes
Mark 46
Mark 50
AIRCRAFT CAPABILITY
Capability to refuel and re-arm MH-60 helicopters
COMBAT CAPABILITY
Centers around the Aegis Weapon System. Aegis integrates the ship's sensors and weapons systems to engage anti-ship missile threats.
WARFARE CAPABILITY
Ballistic Missile Defense (BMD) capable.
Anti-Air Warfare (AAW)
Air Warfare (AW)
Anti-Surface Warfare (ASUW)
Anti-Submarine Warfare (ASW)
Strike Warfare


USS ARLEIGH BURKE
FAST AND FEARED
DDG 51


USS PHILIPPINE SEA
CG 58
September 2014
CRUISERS
are multi-mission [Air Warfare (AW), Undersea Warfare (USW), Naval Surface Fire Support (NSFS) and Surface Warfare (SUW)] surface combatants capable of supporting carrier battle groups, amphibious forces, or of operating independently and as flagships of surface action groups.
Cruisers are a warfare commander platform and will often act as a strike group's air defense commander (ADC).
USS Philippine Sea is currently deployed to the U.S. 5th Fleet area of responsibility supporting maritime security operations and theater security cooperation efforts.
CURRENT DEPLOYMENT
Arabian Gulf
Red Sea
SHIP DETAILS
Length: 567 feet (173 meters)
Displacement: 9,600 long tons (9,754.06 metric tons) full load
Propulsion: 4 General Electric LM 2500 gas turbine engines; 2 shafts, 80,000 shaft horsepower total
Speed: 30+ knots
Crew: 330
ARMAMENT CAPABILITIES
Missiles
SM-2 anti-air missiles
Vertical Launch ASROC (VLA) Missile
Tomahawk Land Attack Missile (TLAM)
Harpoon anti-ship missiles
Guns
Two MK 45 5-inch/54 caliber lightweight guns
Close In Weapons Systems (CIWS)
25 MM Chain Gun
Torpedoes
MK-46 torpedoes
MK-50 torpedoes
AIRCRAFT CAPABILITY
Capability to refuel and re-arm MH-60 helicopters
COMBAT CAPABILITY
Centers around the Aegis Weapon System. Aegis integrates the ship's sensors and weapons systems to engage anti-ship missile threats.
WARFARE CAPABILITY
Anti-Air Warfare (AAW)
Air Warfare (AW)
Anti-Surface Warfare (ASUW)
Anti-Submarine Warfare (ASW)
Strike Warfare


USS PHILIPPINE SEA
ETERNAL VIGILANCE
CG 58

HAZING

IT IS NOT A JOKE

SECNAVINST 1610.2A